

What Is a Safe Deposit Box?

A SAFE DEPOSIT BOX is a small Steel Safe inside of a Large Fire and Burglar-Proof Vault, where valuables can be kept secure from loss by fire, theft or storm

These small safes are rented to the public for protecting valuables.

Our four Safe Deposit Vaults contain 13,000 of these small Safes.

The keeping of valuables in our Safe Deposit Boxes has become so general that a majority of our Boxes are occupied.

A Safe Deposit Box can be had at a cost of \$5.00 a year—less the 1½ Cents a Day.

MERCANTILE TRUST COMPANY

Safe Deposit Department

Eighth and Locust Streets, St. Louis

Wichita.

First Trick Operator Audley Farrar was off duty a few days during the latter part of March because of illness, but is again at his key.

Section Foreman Charles Buel, of Lyons, Kan., returned to work March 1, after a ten days' visit with friends and relatives at Dover, Okla.

Section Foreman R. J. Kelley, of Ellsworth, Kan., was in Wichita the first week of April visiting his brother, W. F. Kelley, section foreman at this point.

Kirk McConnell, assistant chief clerk in the division freight office, has let contract for the erection of a five-room bungalow on one of his lots in the eastern part of the city.

Section Foreman R. W. Salts, of Patterson, is visiting friends and relatives at Beatty, Ark. He expects to be absent about fifteen days. James Ryan is in charge of the section during Mr. Salts' absence.

In compliance with a recent order of the Interstate Commerce Commission, the division freight office at this point is preparing to place complete tariffs on file here, which will make Wichita a posting station.

The following local employes accompanied the Homeseekers' Special to Florida: Division Passenger Agent F. E. Clark, Yard Clerk H. W. Donaldson, Third Trick Operator F. B. Shacklett and Conductor C. F. Bowers.

F. H. Weiler is promoted to position of chief clerk to division passenger agent, effective March 23, vice W. L. James, resigned. Clifford M. Roberts is appointed stenographer to fill position made by Mr. Weiler's promotion.

Neodesha.

Pipe Mason W. J. Fate made a business trip to Joplin March 19.

William Henry, our new master mechanic, visited Neodesha March 15.

Mrs. Ed. Gray, wife of Engineer Gray, departed March 2 for a visit with friends at Wichita.

Fireman Turney Adell departed for a visit with friends and relatives at Kansas City, Mo., March 16.

Mrs. Frank Sears, wife of Boilermaker Frank Sears, accompanied by her daughter, left for a visit with friends and relatives

at Ottawa, E. I., March 26. They expect to be gone about ninety days.

Fireman J. O. Redman spent a few days at Kansas City during the early part of March, visiting friends at that point.

Day Caller A. Campbell has returned to work after being off about three weeks because of the illness of his father.

Mrs. C. F. Jewell wife of Engineer C. F. Jewell, departed March 25 for a visit with friends and relatives at Oklahoma City.

Miss Kate Dale, daughter of Engineer W. B. Dale, departed on March 16 for a visit with friends and relatives at Muskogee, Okla.

Engineer Thomas Kent, Fireman Ed. Tomia and Boilermaker C. E. Bodine returned March 11 from a duck hunt near Patterson, Kan. From reports they secured about sixty ducks.

The following engines were turned out of the Neodesha shops during the month of March: Nos. 344, 346, 337, 567, 3617, 438, 541, 162, 585, 343 and 327.

Monett.

Machinist Bob Ellis is transferred from Pittsburg, Kan., to Monett, Mo.

Switch engine 3710 is again at work in the Monett yards after a trip to the shops.

Engineer G. B. White has returned to work, pulling trains 309 and 8, Monett to Neodesha, after an extended lay-off.

Passenger Conductor W. W. Campbell, of the Kansas and Eastern Divisions, laid off about the middle of March because of illness.

Engineer J. W. Ruggles, on yard engine at this point, was off for several days in March, because of the death of his wife's mother at Berwick, Mo.

Engineer J. S. Hart and wife returned about March 1 from an extended trip through the West, and Mr. Hart is again at the throttle on trains 15, 312, 311 and 14.

Engineer Thomas Lyons, on trains 3 and 12, Springfield to Fort Smith, was off a few trips during the middle of March. Engineer Frank E. Gano was at the throttle during his absence.

Passenger engine 489 is again on duty on her regular runs, trains 15, 312, 311 and 14, Springfield to Joplin and Monett, under control of Engineers J. S. Short, E. L. Martin and F. D. Davis.

Engineer John Schappler, of Springfield, who runs on trains 3 and 12, Springfield to Fort Smith, laid off a few trips in March. Engineer William Shaw handled the engine during his absence.

Engineer P. Parmley, of Joplin, has traded his old run on trains 7 and 2, Monett to Neodesha, to Engineer Thomas Mansfield, of Monett, for his run on the Joplin-Springfield and Afton-Pittsburg runs. This makes it much more convenient for both men, as it gives them more time at home.

Puxico.

The photograph herewith of the Hunter Branch engine, was sent to THE FRISCO-MAN



by J. D. Thompson, Jr., engine watchman, at Puxico, who is shown in the picture.

Fort Smith.

Boilermaker Will Winford is on the night shift.

Blacksmith Helper Henry Musselman is in the St. Louis Hospital, suffering with an injured foot.

Truckman A. A. Brooks and wife were delegated to the State convention of the W. O. W. held at Conway.

Herschell Pyle, car foreman, had his left hand mashed on March 9, while jacking up some cars at Van Buren.

EVERY ONE OF THESE MEN GIVES A WATCH A DIFFERENT TEST



THE
ENGINEER

Subjects his watch to the steady vibration of the locomotive.



THE
FIREMAN

Leaning over, forward and backward, gives his watch an entirely different test.



THE
TRAINMAN

Jumping on and off the trains, hurrying to and fro, subjects his watch to severe jars and jolts.

It takes a finely adjusted watch to stand the tests of railroad men, and whatever your occupation may be your watch should be adjusted so accurately that it will not be affected by the conditions created by your special work—in other words, a watch should be adjusted to your occupation.

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Painstaking care is exercised in the manufacture of all our watches, but the "Studebaker" Railroad Watch is worked upon *only* by a select corps of watchmakers—men whose names throughout the watchmaking world stand for the highest skill known to the watchmaking craft. They are top-notchers in their line.

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The Victory of Lewis

the dramatic fight which T. L. Lewis, president of the United Mine Workers of America, has waged against old-line union methods, is one of the notable events in the history of unionism in America. Mr. Lewis was defeated in his race for re-election at the Columbus convention of the mine workers; his defeat, however, stands out as a national character. He is years ahead of his friends and his influence for good among labor men will continue to be tremendous. Mr. J. K. Turner, the industrial writer, tells the interesting story of Lewis in the April issue of

THE MEDIATOR

A MAGAZINE OF INDUSTRIAL ECONOMY

"The Factory," by Jonothan Thayer Lincoln, begins its serial run in the same issue of the magazine. The first chapter deals with the dim beginnings of the modern factory in England. As a lecturer before Dartmouth College audiences, and as a contributor to the present-day industrial literature, Mr. Lincoln's work is considered invaluable. Himself a practical manufacturer, as well as a student and engaging writer, he is notably fitted to write the story "The Factory." THE MEDIATOR has secured the exclusive serial rights to this excellent piece of work. Do not miss the first chapter.

"The Missing Link," by J. K. Turner, is a remarkable discussion of efficiency engineering. He points out the value of this new departure, and analyzes the reasons why it has not succeeded in a larger way. No railroad man should miss this strong and timely article.

"Which Makes for Progress?" by Eugene V. Debs and Christian D. Larson, shows two extreme view-points of modern industrial thinkers—the socialist's and the highly conservative's. These articles are published side by side, and are offered for what they are worth.

"The Railroad Man in Politics," by K. H. Eicher, a boilermaker, of Waterloo, Iowa, will appeal strongly with its fine flavor of common sense and clear reasoning to every railroad employe.

"Does Honesty Pay in Cash?" is a discussion of the affirmative and the negative phases of this pertinent topic, the one written by John J. Van Wagnen, and the latter by Mrs. Peter Johnson, a workingman's wife. Both are offered in the Mediation Meadows Prize Competition, which closes May 31.

"Looking for the Impossible," by J. B. Orbison, will make you think.

"Higher Education," "Society and the Boy," and "Responsibility," are the titles of a few of this month's editorials. The Forum is again full of powerful discussions of vital industrial topics contributed by workingmen, representing various opinions.

A sample copy of THE MEDIATOR free for the asking. Write us today. Representatives and agents wanted everywhere. Liberal premium offers, announced in the April issue, to those securing subscriptions. Get into THE MEDIATOR'S family. It is growing by leaps and bounds. We want you.

THE MEDIATOR

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Roadmaster Peter, of the Parsons District,
 has a new motor car which will enable him
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